TIPTUR TALUK.

1 Besige Gowdana Katte .. .. ..
2 Sivara Tank .. .. ..
3 Nonavinakere .. .. ..

TURUVEKERE TALUK.

Kasaba Hobli.

1 Heggere

Dandinasivara Hobli.

2 Honnenahally
3 Chakuvalli
4 Ammasandra
5 Yelladabogi
6 Giriyanahally
7 Gandikaval
8 Appasandra

Sri J. MOHAMED IMAM.—I presume that the list of questions tabled are all over.

Mr. SPEAKER.—There are some more questions.

Sri Kadidal MANJAPPA.—Very few, I believe, Sir. We have answered 95 per cent.

Sri A. G. RAMACHANDRA RAO.—Figures may be given, Sir.

Mr. SPEAKER.—I will furnish the figures after lunch.

Shall we now go on with such Bills which will not take much time ? I think there are four or five Bills. They may be over within twenty minutes.

MYSORE MINISTERS' SALARIES AND ALLOWANCES (AMENDMENT) BILL, 1953.

Amendments made in the Legislative Council.

Motion to consider.

Sri A. G. RAMACHANDRA RAO (Minister for Law and Education).—Sir, I beg to move :

"That the amendments made to the Mysore Ministers' Salaries and Allowances (Amendment) Bill, 1953, by the Legislative Council be taken into consideration."

Sir, I wish to say only a few words on this Bill. In view of the impending abolition of the first class in the trains from the 1st of October, a modification was proposed and it was accepted in the House that a mileage of two annas might be given along with the highest class travel. It was considered by the Legislative Council and on calculation it was found that three annas would be equitable. This will not involve extra heavier charges than what it is, and certainly will not exceed the Budget estimates. Therefore, I submit that this Bill may be taken into consideration.

Mr. SPEAKER.—Motion moved.

"That the amendments made to the Mysore Ministers' Salaries and Allowances (Amendment) Bill, 1953, by the Legislative Council be taken into consideration."

Sri M. V. RAMA RAO (Tumkur).—Will the Hon'ble Minister kindly explain to this House the effect of the amendment that has been made in the Legislative Council and why Government have agreed to have that amendment made ?

Mr. SPEAKER.—The Hon'ble Minister gave an explanation.

Sri A. G. RAMACHANDRA RAO.—I think I have explained that position. But I will explain further. From the 1st of October, the first class travel is expected to be abolished, in most of the trains, particularly in Mysore State. Air-condition travelling which might become necessary in Northern India may not be available in Mysore. So in Mysore, the highest class will be either the present second class or in some cases the present Intermediate Class. These remarks might be taken to apply to the next Bill also which is of a similar nature. It was felt that instead of double second class which had to be provided in the other sections, we might provide for single class travelling and also a necessary mileage to make up. It was proposed that two annas might be suitable. But on calculation it was found that three annas might be more equitable, because of the high amount of saving that might be made by the abolition of the first class and travelling in the second class.

Sri J. MOHAMED IMAM (Jagalur).—Instead of the second class fare, will we be given three annas per mile ?

Sri A. G. RAMACHANDRA RAO.—Instead of another second class, three annas per mile has been scheduled and that was the amendment moved in the Legislative Council and it was accepted.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ (ತುರುವೇಕೆರೆ).—ಇಲ್ಲಿ ಏರ್ ಕಂಡಿಷನ್ ಕ್ಯಾರೇಜುಗಳಿರುವುದಿಲ್ಲವೆ ? ಇದಿಲ್ಲ ದೆಯಿರುವ ಕಡೆ ಫಸ್ಟ್ ಕ್ಲಾಸ್ ಇರುವುದಿಲ್ಲವೆ ?

ಶ್ರೀ ಎ. ಜಿ. ರಾಮಚಂದ್ರರಾವ್.—ಇಲ್ಲ, throughout India first class will be abolished.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.—ಏರ್ ಕಂಡಿಷ್ಡ್ ಇದ್ದರೆ ?

ಶ್ರೀ ಎ. ಜಿ. ರಾಮಚಂದ್ರರಾವ್.—ಅದರ ಜೊತೆಗೆ ಮೂರಾಣೆ.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.—ಈಗ ಫಸ್ಟ್‌ಕ್ಲಾಸ್‌ಗೆ ಎರಡುವರಾಣೆಯಿದೆ. ಇದರ ಜೊತೆಗೆ ಮತ್ತೆ ಮೂರಾಣೆ ಕೊಡುವುದು ಹೆಚ್ಚಲ್ಲವೆ ?

Sri A. G. RAMACHANDRA RAO.—Air-conditioned carriages may not be available in Mysore State.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.—ಏರ್ ಕಂಡೀಷ್ಡ್ ಇರಲ ಅಥವಾ ಇಲ್ಲದಿರಲಿ, ಒಂದೇ ರೀತಿ ಕೊಡುವುದು ಹೆಚ್ಚಲ್ಲವೆ ?

ಶ್ರೀ ಎ. ಜಿ. ರಾಮಚಂದ್ರರಾವ್.—ಏರ್ ಕಂಡಿಷ್ಡ್ ನಮ್ಮ ನಂಸ್ಥಾನದಲ್ಲ ಅನಂಭವವಾಗಿರುವುದರಿಂದ ಈ ರೀತಿ ಮಾಡಿದೆ; ಒಂದು ವೇಳೆ ಅದು ಜಾರಿಗೆ ಬಂದರೆ ಆಮೇಲೆ ಪರಿಶೀಲನೆ ಮಾಡಬೇಕಾಗುತ್ತದೆ. ನಮ್ಮ ದೃಷ್ಟಿಯಲ್ಲಿ ಆ air-conditioned compartments ಗಳ ಪ್ರಶ್ನೆಯೇ ಏಳುವ ಸಂಭವವಿಲ್ಲ. ಆದುದರಿಂದ ಅದರ ಬಗ್ಗೆ ಈಗ ಮಾತನಾಡಬೇಕಾದ ಅವಶ್ಯಕತೆಯೇ ಇಲ್ಲ.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.—ತಾವು ಹಾಗೆ ಕಂಡಿಷ್ಡ್ ಆಗಿ ಮಾತನಾಡಲೇ ಬಾರದೆಂದು ಹೇಳಿದರೆ ಹೇಗೆ ? ಅಂಥ ಸಂಭವವಿರುವುದಾಗಿದ್ದರೆ ಆ ಕ್ಲಾಸನ್ನೇ ತೆಗೆದು ಹಾಕಿಬಿಡಿ.

Mr. SPEAKER.—The amendment is to enhance the T. A. from 2 annas to 3 annas.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.—ಮಾನ್ಯ ನಚಿವರು ತಿಳಿಸ ತಕ್ಕದ್ದರಲ್ಲಿ ಒಂದು ಅಂಬಿಗ್ಯುಯಿಟಿ ಇದೆ. ಅಂಥಾದ್ದಿರ ಬಾರದು. ಖಚಿತವಾಗಿ ಇದು ಇರುತ್ತದೆ ಅಥವಾ ಇರುವುದಿಲ್ಲ ಎಂದು ಯಾವುದನ್ನಾದರೂ ಒಂದನ್ನು ಹೇಳಿ.

Sri H. K. SHIVARUDRAPPA (Gundlupet-Heggadadevankote).—When they want to go outside the Mysore State, ಆಗೇನು ಮಾಡುತ್ತೀರಿ ?

Sri A. G. RAMACHANDRA RAO.—In particular lines it will be available and not in all lines.

Sri M. V. RAMA RAO.—The effect of the amendment that has been made in this Bill, the only point on which the Upper House seems to have made a change, is to make the rate of mileage 3 annas instead of 2 annas for the purpose of calculating additional travelling expenses besides the railway fare of the single highest class available in a particular line to the members. Now, the point that was raised by the Hon'ble Members sitting in Opposition appears to be that first class railway travel is available outside the State and so for journeys performed on such Railways the Members would not be disentitled to receive First Class Railway fare. Even though that class is available elsewhere, to me it appears that in so far as this Bill relates to payment of travelling allowance to Members of this House all of whom are necessarily resident within the Mysore State itself, the fare payable in respect of the classes of travel actually available within the State would be relevant. In this connection, I think, the difficulty would not be of the kind my friend Sri Hutche Gowda raised but just of the opposite kind because we know that on the Light Railway between Bangalore and Chikballapur, Kolar and other places and perhaps

elsewhere in the State there is no Second Class either. As a matter of fact, there are only two classes, Lower Class and Upper Class and the Upper Class perhaps would correspond more or less to the Intermediate Class obtaining in the other railways. It does not correspond to the Second Class except in name. So far as the calculation of railway fare is concerned it would really correspond only to the Intermediate Class. Therefore, a single fare of the highest class available on that railway would amount, in the case of Members who come from Chikballapur, Kolar, Gudibanda and other places connected by Light Railway with Bangalore, to a single Intermediate fare. That I think is really very different from what Sri B. Hutche Gowda raised about First Class being available on certain railways. Now the abolition of First Class railway travel is a thing which has to happen in future. This is really a contingent provision anticipating what is going to happen shortly and making provision for not being compelled to pay First Class fare although First Class travel will have been abolished and making provision for travel by such class as is available. The other point would appear to be that air-conditioned travel is available on other railways and for journeys which persons other than ordinary Members of this House in the usual course perform. For instance, any Minister who might have governmental business at Delhi or elsewhere if he chose to travel by Railway instead of by Air could, if he thought it necessary or the climatic condition warranted, choose to travel by air-conditioned coach. In such a case the fare admissible for air-conditioned travel would be payable under this provision. That is all, I suppose, the difference between the travelling allowwance payable to Members and traveling allowance payable to persons other than the Members such as Ministers. Sir, I am not quite convinced why the Upper House or the Government thought it necessary to change the rate from 2 annas to 3 annas although my friend the Home Minister was at pains to explain that they thought it more equitable or some such thing. That was the expression he used, if I recollect aright, that it was more equitable to pay 3 annas than 2 annas, because First Class would cost about 2 annas or 2 anas 3 pies per mile and whether one travels by road or one travels by train it would be a reasonable rate to pay. Why we should make it 3 annas, I really do not see. However I am not discussing this point with a view to oppose what has been done in the Upper House but I am trying to understand why they thought it necessary to make it 3 annas instead of 2 annas. As a matter of fact, this increase from 2annas to 3 annas is a point on which we must have satisfactory ground upon which to stand so that people may not think that the Members are increasing the mileage rate just to suit their own convenience. Therefore, I am asking for that information.

Sri A. G. RAMACHANDRA RAO.— I will just elucidate it by calculation.

Sri P. R. RAMAIYA (Basavangudi).—In this conection I would also like to have the information from the Government if a corresponding rate would be paid for the travelling allowance of officers who have now been claiming First Class.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.—ಸ್ವಾಮಿ, ನಾನೂ ಸಹ ಹಾಗೆಯೆ ಒಂದು ಮಾತನ್ನು ಹೇಳಿಬಿಡುತ್ತೇನೆ. ಈಗ ತಾವು ವಿಧಿಸಿರುವ ರೇಟಿನ ಪ್ರಕಾರ ಮೂರನೆಯ ತರಗತಿ ಪ್ರಯಾಣಿಕರಿಗೆ ಮೈಲಿಯೊಂದಕ್ಕೆ ಒಂದಾಣೆ ಮೂರು ಪೈಗಳೂ, ಎರಡನೆಯ ತರಗತಿ ಪ್ರಯಾಣಿಕರಿಗೆ ಮೈಲಿಯೊಂದಕ್ಕೆ 16 ಪೈಗಳೂ ಒಂದನೆಯ ತರಗತಿ ಪ್ರಯಾಣಿಕರಿಗೆ ಮೈಲಿಯೊಂದಕ್ಕೆ 27 ಪೈಗಳೂ ಎಂದು ಇರುತ್ತದೆ. ಈಗ ಈ ರೀತಿಯಿರುವುದರಿಂದ ಎರಡನೆಯ ತರಗತಿಯ ಫೇರಿಗೂ ಮತ್ತು ಒಂದನೆಯ ತರಗತಿ ಫೇರಿಗೂ ಸುಮಾರು 11 ಕಾಸುಗಳಷ್ಟು ವ್ಯತ್ಯಾಸವಿದೆ. ಆದುದರಿಂದ ಈಗ ಜಾಸ್ತಿ ಮಾಡಿರತಕ್ಕ 2 ಆಣೆಗಳ ದರವೇ ಸರಿಯಾಗಿದೆ. ಇಷ್ಟಿದ್ದರೇ ಸಾಕು. ನಮ್ಮ ಆರ್ಥಿಕ ಸ್ಥಿತಿಗಳನ್ನು ನೋಡಿಕೊಂಡು ನಾವು ಈ ವಿಚಾರಗಳನ್ನು ಪರಿಶೀಲನೆ ಮಾಡತಕ್ಕದ್ದು ಅಗತ್ಯ. ಈಗ ನಮ್ಮ ಆರ್ಥಿಕ ಪರಿಸ್ಥಿತಿ ಬಹಳ ಮುಗ್ಗಟ್ಟಿಗೆ ಬಂದಿರುವುದರಿಂದ ಈಗ ಇದ್ದುದಕ್ಕಿಂತಲೂ ಹೆಚ್ಚಿಗೆಯಾಗಿ ಅದನ್ನು 3 ಆಣೆಗಳಿಗೆ ಏರಿಸಿರುವುದು ನ್ಯಾಯವಾದುದಲ್ಲ. ಈಗ ಒಂದು ದಿವಸವೇ ನಾದರೂ ಈ ಸೆಷ್ಷ ಮುಂದುವರೆಸಲಾಯಿತೆಂದು ಹೇಳಿ ಬಿಟ್ಟರೆ, ಇದಕ್ಕೇನೆ ಜನರು ಬೀದಿಯಲ್ಲೆಲ್ಲಾ ಆಡಿ ಕೊಳ್ಳುತ್ತಿದ್ದಾರೆ! ಆದುದರಿಂದ ಈಗ ಕಾಣುವುದು ನಮ್ಮಲ್ಲ ಒಂದು ಹೈಕ್ಲಾಸ್ ಎಂದು ಪರಿಗಣಿಸಲಾಗಿದೆಯೋ ಅದನ್ನೇ ಇಟ್ಟುಕ್ಕೊಂಡರೆ ಸಾಕಾಗಿದೆ. ಇರುವುದರಲ್ಲೇ ನಾವು ತೃಪ್ತಿಪಟ್ಟುಕೊಳ್ಳಬೇಕಾಗಿದೆ. ಈ ಹಿಂದೆಯೇ ಇಂಡಿಯಾ ಸರ್ಕಾರದವರು ಈ ತರಗತಿ

(ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.)

ಗಳ ವ್ಯತ್ಯಾಸವನ್ನೆಲ್ಲಾ ತೆಗೆದುಹಾಕುತ್ತೇವೆಂದು ಎರಡಾವರ್ತಿ ಪ್ರಯತ್ನಮಾಡಿ ಹತ್ತು ಹತ್ತು ಕೋಟಿ ರೂಪಾಯಿಗಳಂತೆ ದಂಡ ತೆತ್ತ ನಂತರ ಈಗ ಅದನ್ನು ಕೈಬಿಟ್ಟಿದ್ದಾರೆ. ಇತ್ತೀಚೆಗೆ ಕೇಂದ್ರ ಸರ್ಕಾರದ ರೈಲ್ವೆ ಮಿನಿಸ್ಟರಾದ ಶ್ರೀಮಾನ್ ಲಾಲ್ ಬಹದ್ದೂರ್ ಶಾಸ್ತ್ರಿಗಳವರು ಮೊನ್ನೆ ರೈಲ್ವೆ ಬಜೆಟ್ಟನ್ನು ಪಾರ್ಲಿಮೆಂಟಿನ ಮುಂದೆ ಮಂಡಿಸುವ ಕಾಲದಲ್ಲಿ ಈ ಒಂದನೆಯ ತರಗತಿ ಗಾಡಿಗಳನ್ನೆಲ್ಲಾ ಭಾರತಾದ್ಯಂತವೂ ಮೊದಲು ತೆಗೆದು ಹಾಕಲಾಗುತ್ತದೆಯೆಂದೂ, ಆನಂತರ ಈ ಎರಡನೆಯ ತರಗತಿ ಗಾಡಿಗಳನ್ನೂ ವಜಾ ಮಾಡಲಾಗುತ್ತದೆಂದೂ ಹೀಗೆ ಮಾಡುತ್ತ ಕಡೆಗೆ ಎಲ್ಲ ಕಡೆಗಳಲ್ಲೂ ಒಂದೇ ತರಗತಿ ಗಾಡಿಗಳು ಓಡುವಂತೆ ಮಾಡಲಾಗುತ್ತೆಂದೂ ಹೇಳಿದ್ದಾರೆ. ಆದುದರಿಂದ ಹಾಗೆ ಎಲ್ಲಿಯವರೆಗೂ ನಮ್ಮಲ್ಲಿ ಒಂದನೆಯ ತರಗತಿ ಗಾಡಿಗಳಿರುತ್ತವೋ ಅಲ್ಲಿಯ ತನಕ ಒಂದನೆಯ ತರಗತಿ ರೇಟುಗಳನ್ನು ಕೊಡಿ. ಆನಂತರ ಅದನ್ನೂ ತೆಗೆದುಹಾಕಿದ ನಂತರ ಎಲ್ಲಿಯವರೆಗೂ ಈ ಎರಡನೆಯ ತರಗತಿ ಗಾಡಿಗಳಿರುತ್ತವೆಯೋ ಆ ರೇಟನ್ನು ಕೊಡಿ, ಅಷ್ಟೇಸಾಕು. ನಮಗೆ ಇಂಥ ಒಂದು ದೊಡ್ಡ ತರಗತಿಯೇನೂ ಇರಬೇಕಾದ್ದಿಲ್ಲವೆಂದೂ ಇದು ಅನಾವಶ್ಯಕವಾದುದೆಂದು ಹೇಳಿ ನಾನು ಈ ತಿದ್ದುಪಡಿ ಮಸೂದೆಯನ್ನು ವಿರೋಧಿಸುತ್ತೇನೆ.

Sri A. G. RAMACHANDRA RAO.—Regarding officers the M.S.R. will make necessary changes when it is necessary and so we need not enter into that question at present. Regarding the charges calculated by some Hon'ble friends and accepted in the Legislative Council, it was this. For I Class it is Re. 0-2-3, for air-conditioned travel Re.0-3-3 for II class Re.0-1-4. Now double First Class has been provided, that means Re. 0-4-6 is being spent per mile. When I Class goes, the highest class will generally mean the Second Class. Generally Inter Class also which will be ten pies or eleven pies per mile. So, double Second Class means Re.0-2-8. But one Second Class which will be normally Re. 0-1-3 and *plus* this 3 annas would mean Re. 0-4-3 while you are spending Re. 0-4-6 now. So, we will be having less expenditure because air-conditioned travel is almost ruled out in Mysore State. As I have already said, it is found equitable to provide 3 annas and the Hon'ble members of the Legislative Council have accepted and I have commended it for the acceptance of this House.

Mr. SPEAKER.—The question is:

"That the amendments made to the Mysore Ministers' Salaries and Allowances (Amendment) Bill, 1953, by the Legislative Council be taken into consideration."

The motion was adopted.

Mr. SPEAKER.—The question is:

'That the amendment to clause 3 adopted by the Council to the following effect, namely, for the words "two annas" wherever they occur, the words "three annas" shall be substituted, be agreed to.'

The motion was adopted.

MYSORE LEGISLATURE SALARIES (AMENDMENT) BILL, 1953

Motion to consider.

Sri A. G. RAMACHANDRA RAO (Minister for Law and Education).—Sir, I beg to move:

"That the amendments made to the Mysore Legislature Salaries (Amendment) Bill, 1953, by the Legislative Council be taken into consideration."

This also has been amended on the same principle which I described and I commend this for the acceptance of this Hon'ble House.

Mr. SPEAKER.—Motion moved:

"That the amendments made to the Mysore Legislature Salaries (Amendment) Bill, 1953, by the Legislative Council be taken into consideration."

Sri B. HUTCHE GOWDA (Turuvekere).—I oppose this Bill also on the same grounds as I opposed the previous Bill.

Mr. SPEAKER.—The question is:

"That the amendments made to the Mysore Legislature Salaries (Amendment) Bill, 1953, by the Legislative Council be taken into consideration."

The motion was adopted.

Mr. SPEAKER.—The question is:

"That the amendments to clauses 4 and 5 adopted by the Council to